



The Multi-State CVISN Data Sharing Proposal

Participating Partners

- Connecticut, Maryland, New Jersey, Massachusetts and New York are cooperating in an initiative to share heavy duty diesel emissions testing data.
- Eventually, other states implementing similar testing procedures may wish to participate.

The Preferred Screening Snapshot

(combined Safety/Enforcement & Environmental Protection data requirements)

- USDOT #
- VIN
- PASS/FAIL
- VIOLATION DATE
- TIME
- OPACITY
- GVWR
- VEHICLE YEAR
- VEHICLE MAKE
- STATE
- LP #
- ENGINE MAKE
- MILEAGE
- STICKER #

An Additional Screening Tool

- At some point the data will be used in an attempt to establish a correlation between failed diesel emissions tests and failed vehicle safety inspections as both represent improper maintenance - this may offer another means of screening trucks for inspection.

ASPEN - the Logical Choice

- Use of the ASPEN inspection program software to enable the common and consistent sharing of these data appears to be the logical choice. It is a proven tool, currently in use by enforcement personnel in several states.
- The state optional fields available in ASPEN offer the potential to easily exchange additional data.

The Data Repository

- Data would be placed in a common repository in SAFER where cooperating States could download this information for their own use.
- The repository could be a common data mailbox, accessible by each participating state.

The Role of MCMIS

- Initially, each state will maintain their own historical records, thereby relieving any potential concern about maintaining a permanent record in MCMIS.
- Given that there is no need for permanent storage of the data in MCMIS, there should be no long term storage or maintenance issues.

FUNDING ISSUES

- This appears to be a simple, low cost, programmatic change in SAFER.
- There will be development costs associated with the building of and access to the mailbox.
- FHWA and JHU-APL have indicated their approval of the Multi-State proposal. Available project funds may cover development costs.
- Alternative funding, if necessary, may be through an I-95 Corridor Coalition initiative or, by memorandum of agreement among the interested states.

Future Issues

- Emissions violations may be incorporated in the carrier's scorecard - could MCMIS be modified to achieve this?
- At some point, a tracking database would be established to store all available records - where should this be housed to easily provide shared access for participating states?
- What other agencies or organizations should or would be allowed access to this information?

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